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JUNKERS – Translating Aviation History into the Present

For more than a century, the name JUNKERS has been closely associated with the development of modern aviation. Engineer and entrepreneur Hugo Junkers (1859–1935) was one of the most influential pioneers of early aircraft construction. With innovations such as all-metal aircraft construction, cantilever wings and consistent lightweight design, he introduced technological advances that had a lasting impact on aircraft engineering. In 1915, the J 1 became the world's first all-metal aircraft, followed in 1919 by the F13, the world's first all-metal passenger aircraft. By the mid-1920s, Junkers aircraft were serving around 40 percent of the global air transport network.

A Historic Legacy with an Eye to the Future

Today, this legacy lives on through JUNKERS Aircraft GmbH. Following the revival of the aircraft brand, modern interpretations of historic JUNKERS designs emerged: the newly built F13 made its maiden flight in 2016, followed by the A50 Junior in 2021 and the A60 in 2023. Today's aircraft draw on the unmistakable design language and metal construction of their historic predecessors while combining them with modern avionics, contemporary propulsion technology and current safety standards.

Manufactory Production Instead of Mass Production

Today's JUNKERS aircraft are manufactured in Oberndorf-Hochmössingen, Germany. The company deliberately maintains an exceptionally high level of in-house production combined with a significant amount of manual craftsmanship. According to JUNKERS, around 98 percent of all components are developed, manufactured and assembled in-house. A single aircraft can comprise more than 1,000 individually manufactured components, over 10,000 rivets and more than 2,500 hours of craftsmanship.

The characteristic metal construction combines traditional manufacturing methods with modern precision technology. Sheet metal is formed, components are individually fitted and numerous connections are riveted by hand. The aircraft are therefore not industrially mass-produced, but created in a manufactory where historic construction expertise, modern manufacturing and skilled craftsmanship come together.

For JUNKERS Aircraft, its historic legacy is therefore not simply about looking back, but serves as a starting point for the present: the ideas and distinctive design language of one of early aviation's defining figures are carried forward into a new generation of aircraft through modern technology and high-quality manufactory production.



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The People Behind JUNKERS Aircraft

Behind JUNKERS Aircraft are Dieter Morszeck and Dominik Kälin, two entrepreneurs who combine many years of experience, technical expertise and a personal passion for aviation. As co-owners of JUNKERS Aircraft, they carry forward Hugo Junkers' historic legacy, bringing the distinctive design language of legendary aircraft into the present through modern technology and contemporary manufacturing.

Dieter Morszeck – CEO and owner, JUNKERS Aircraft GmbH

Dieter Morszeck combines entrepreneurial experience in the premium segment with a long-standing personal passion for aviation. As the former CEO of RIMOWA, he transformed the heritage luggage manufacturer into an internationally renowned premium brand, particularly advancing the use of modern lightweight materials and the evolution of its distinctive aluminium design.

A licensed pilot, Morszeck has been committed to preserving historic aircraft for many years. Through the RIMOWA Foundation for Aviation Heritage, he supported projects including the restoration of a Junkers F13, the world's first all-metal passenger aircraft. Since 2022, he has been co-owner of JUNKERS Aircraft GmbH alongside Dominik Kälin. In recognition of his commitment to aviation heritage and innovation, Morszeck was named a Living Legend of Aviation in 2024.

Dominik Kälin – CEO and owner, JUNKERS Aircraft GmbH

Dominik Kälin combines extensive technical expertise in aircraft construction with many years of entrepreneurial experience. After completing his training in aircraft construction at Pilatus in Switzerland, he gained practical experience in aircraft repair and assembly before founding Kaelin Aircraftstructure GmbH in 2009.

In 2012, he expanded his aviation activities to Germany with the establishment of Kaelin Aero Technologies GmbH in Hochmössingen in the Black Forest. Modern production facilities for structural components for various aircraft types were established there. Since 2022, Kälin has served as Managing Director and co-owner of JUNKERS Aircraft GmbH. His work focuses on combining historic Junkers designs with modern aircraft technology and on the development and production of today's JUNKERS aircraft family.

The JUNKERS model range

JUNKERS A50 Junior

The JUNKERS A50 Junior is a 600 kg ultralight aircraft inspired by the historic 1929 model. As a modern low-wing aircraft, it combines classic design with the latest technology. It comes standard with a Rotax 912iS four-cylinder fuel-injected engine (100 hp / 73.5 kW), a two-blade wooden propeller, Beringer brakes, Garmin avionics (G3X), and a Galaxy rescue system, offering a unique flying experience while ensuring highest safety standards.



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JUNKERS A50 Heritage

With the JUNKERS A50 Heritage, the company presents a reconstruction closely based on the original aircraft from the 1920s. Unlike the A50 Junior, the Heritage version features a seven-cylinder radial engine (Verner Scarlett 7U, 124 hp / 91.2 kW). Combined with a wooden propeller and analog round instruments, it offers an authentic retro flying experience. Pilot and passenger are seated in tandem. Standard equipment also includes Beringer brakes and a Galaxy rescue system.

JUNKERS A60 with canopy

The JUNKERS A60 is a modern evolution of the A50 Junior. A fixed tricycle landing gear and side-by-side seating provide increased comfort and an improved flying experience. The closed canopy offers additional protection; optionally, the A60 is also available as a convertible and can be flown with an open or a closed cockpit. Switching from one configuration to another takes just a few minutes.

The interior, inspired by luxury sports cars, combines elegance with high-quality materials. The A60 comes standard with Garmin avionics, Beringer brakes, and a Galaxy rescue system. It is powered by an Edge Performance engine delivering 130 hp (96 kW).

JUNKERS A60 RG

The JUNKERS A60 RG is a further evolution of the A60 concept and was developed for pilots seeking an especially direct and liberating flying experience. Like the A60, it continues the design language of the A50 Junior, with its unmistakable corrugated metal appearance and side-by-side seating for pilot and passenger.

The key feature of the A60 RG is its retractable landing gear, which improves aerodynamic efficiency and gives the aircraft a particularly dynamic character. Delivered as a convertible with an open cockpit as standard, the A60 RG allows passengers to experience the fascination of flight in its purest form. On request, it can also be equipped with a fully enclosed canopy, offering pilots the choice between open-air flying and a more protected cockpit configuration.

The aircraft is also powered by an Edge Performance engine delivering 130 hp (96 kW).

Standard equipment includes Garmin G3X Touch avionics, Beringer brakes, and a Galaxy rescue system, combining classic Junkers design with modern performance, advanced safety technology, and a truly emotional flying experience.

Trivia

- Each JUNKERS A50 consists of 960 sheet metal parts, 80 milled parts, and 10,000 rivets.
- Today, a JUNKERS A50 is manufactured in just over 2,500 working hours. Around 100 years ago, production required approximately 4,500 hours.
- One wing of a JUNKERS A50 weighs only 34 kilograms.
- 99% of the aircraft structure consists of duralumin.
- JUNKERS Aircraft manufactures all structural components of its aircraft family in-house using state-of-the-art precision machinery.